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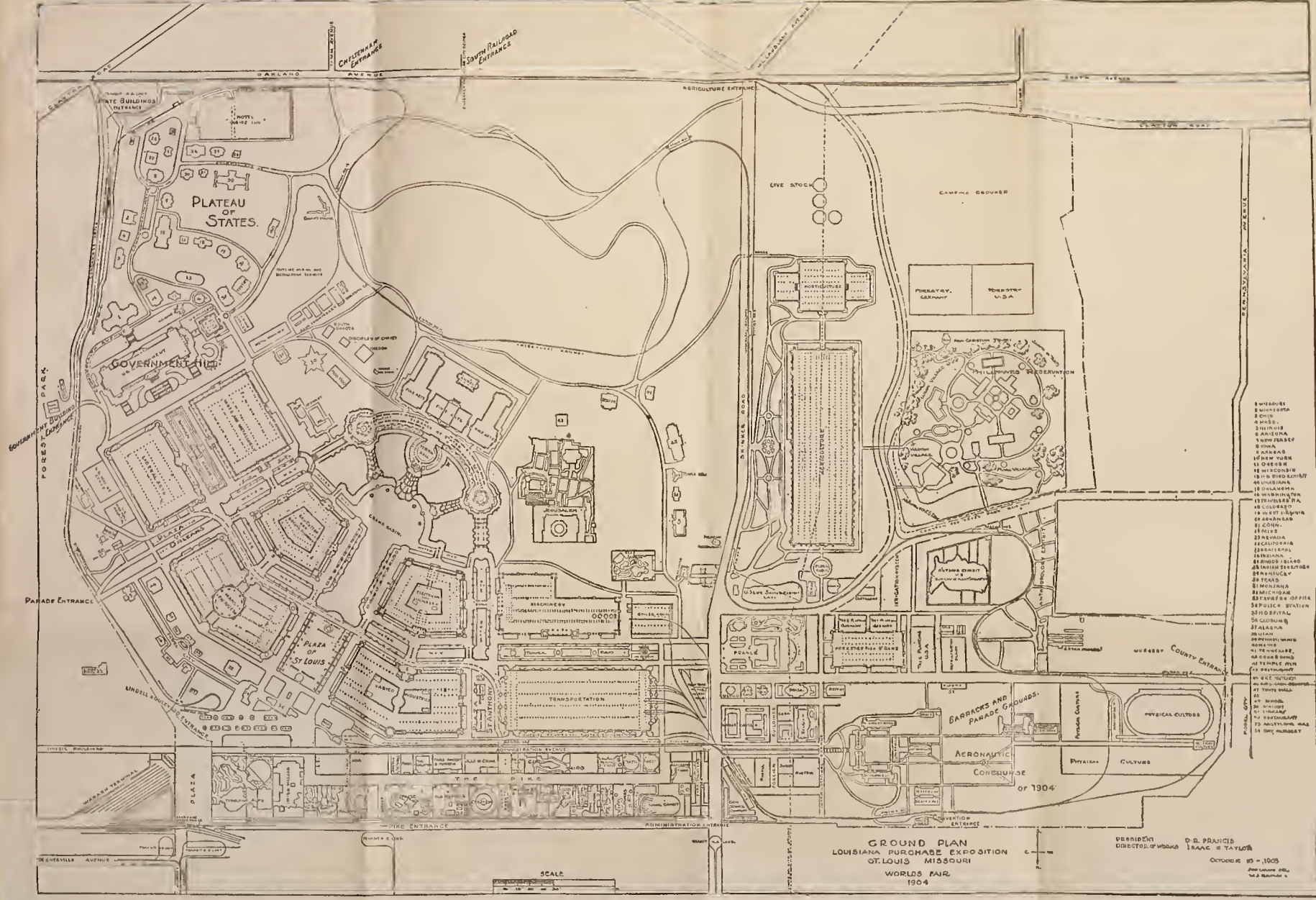
Pennsylvania R.R.
TO THE
WORLD'S FAIR



ST. LOUIS, Mo.

APRIL 30 TO DECEMBER 1

1904



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GROUND PLAN
LOUISIANA PURCHASE EXPOSITION
ST. LOUIS, MISSOURI
WORLD'S FAIR
1904

PRESIDENT DIRECTOR OF WORKS
D. B. FRANKLIN
CHAIRMAN OF THE BOARD
J. H. HAYES
OCTOBER 19 - 1905
Fair Grounds, St. Louis, Mo.
U.S. Department of the Interior

OPENS APRIL 30TH, 1904.

WORLD'S FAIR, ST. LOUIS, 1904.
1,240 ACRES.

CLOSES DECEMBER 1ST, 1904.

Keim

THE
PENNSYLVANIA RAILROAD

TO THE
WORLD'S FAIR

ST. LOUIS, MO.

DESCRIPTIVE NOTES, LIST OF HOTELS, RATES OF
FARE, SCHEDULE OF TRAINS, AND
GENERAL INFORMATION

FAIR OPENS APRIL 30, CLOSES DECEMBER 1, 1904

J. R. WOOD,
Passenger Traffic Manager.

GEO. W. BOYD,
General Passenger Agent.

T 860
A2P4

ALLEN, LANE & SCOTT,
PRINTERS.

THE LOUISIANA PURCHASE EXPOSITION.

Opens April 30th, closes December 1st, 1904.

THE Louisiana Purchase Exposition, at St. Louis, 1904, covers the greatest acreage of any previous World's Fair. Twelve hundred and forty acres are included within the boundaries, twice as many as the Columbian Exposition at Chicago required.

The site occupies a plateau on the high ground overlooking the city of St. Louis and the Valley of the Mississippi River. Alternating in forest-crowned hills and verdant valleys, its natural appropriateness is ideal. More than half of the acreage is included within the confines of Forest Park, justly celebrated as one of the richest in natural attractions of any urban park in the land. The centre of the Exposition grounds is about six miles from the heart of the city. The altitude of the site, the cooling breezes of the South and West, the

profuseness of the blue grass sward, and the grateful shade of the forest trees will measurably temper the heat that sometimes prevails in the lowlands during the scorching days under the Dog Star.

The general plan of the grouping of the buildings readily takes the form of a fan. The Hall of Festivals, standing in majestic splendor 200 feet above the plain, is the apex. The avenues radiating from it form the ribs of the fan, while the grand palaces that reflect the architectural skill of every age and civilized land supply the decorative effects to its surface. Looking out from the colonnade of the Hall of Festivals over the glistening waters of the cascades, the view embraces a picture of lagoon, garden, sculpture, and a wealth of architectural splendor such as the eye of man has never rested on. The magnificent proportions of the buildings in their mellow coating of old ivory, set in a landscape of rare natural beauty, enriched by the supreme skill of the craftsman, suggests the thought that the lamp of Aladdin must have burned here, while Magic planned and built. At night, when the millions of electric bulbs shed their soft radiance over the scene, the wildest fantasies of imagination fade into insignificance in the glorified presence of the splendid reality.

The group of main buildings comprise twelve grand palaces, eight of them on a level 60 feet

below the others. One broad central avenue bisects the group, while other avenues intersect this at irregular intervals.

Starting from the lagoon at the base of the Hall of Festivals, the Canal winds its way, between verdant and flowery banks, through the group for the distance of a mile. Artistic bridges span the Canal at the crossings, each ornamented with interesting examples of modern sculpture.

The whole world and each age of its existence has contributed something to the architectural design of the buildings. Architects from all the principal cities, including Philadelphia, have loaned their skill, and discarding all thought of conventionality save that of the beautiful, have produced a general effect which is attractive in its diversity and satisfying in its grandeur. The lofty colonnades, the broken lines, the imposing portals of the larger palaces disclose a beauty of form, while the tint of the ivory gives a sense of restfulness to the eye that is entirely original in such structures. Color is absent, except on the roofs, domes, and towers. The perfection of dignity reveals itself in the creamy richness of the tone.

The fancy of the landscape gardener in league with the skill of the sculptor has enriched lawn and angle with blooming beauty spots and groups or pieces of heroic statuary. At every spot of vantage on the grounds the

sculptor has set some work of his hands, mythological, historical, allegorical, or contemporaneous in its lesson, but all significant of the abounding art of Twentieth Century America.

The grounds are in the shape of a parallelogram two miles long by one mile wide, and beside the principal avenues there are finely-built roads and ways leading in every direction and affording free access to all the buildings. The transportation facilities within the enclosure consist of the Intramural Railway, which encircles the grounds and reaches every point of importance, and the Canal, which in its meandering course affords communication with all the central buildings. A fleet of Venetian gondolas will ply through the Canal, and automobiles and auto-chairs will convey passengers from point to point on the avenues and roads at a moderate rate of hire.

The main palaces of the Exposition number twelve.

THE ADMINISTRATION BUILDING

Is a permanent stone structure, castellated in style, occupying a superb site at the extreme western corner of the grounds, commanding a view of the entire landscape. The building with its annexes was erected for the use of the Washington University and is rented to the Exposition Management for use as its executive offices during the Fair period. Ad-

joining it is a magnificent hall, called the Hall of Congresses, where the conventions will be held. A convention of some association or order will be held each day.

THE ART PALACE.

The central building of the great group is the Art Palace, located on the crest of the ridge in the rear of the Hall of Festivals. The central building is a permanent temple of art, which will remain in Forest Park as a memorial of the great Exposition. It is built of Indiana granite, with an imposing entrance of lofty columns and a colonnaded front. The main palace is flanked by two others, and the group covers nine acres. The exhibits will cover the field of painting, sculpture, architecture, and the applied arts, broader in scope than any previous exhibition. Almost every country of the civilized world will be represented by some form of art, although special attention will be given to the work, past and contemporaneous, of American artists.

THE HALL OF FESTIVALS

Rises in majestic splendor 200 feet above the head of the lagoon, which is supplied with water from the cascades that spring from the foot of the Hall. The building is circular in form, entirely surrounded by col-

umns, and surmounted by the largest dome in the world. The seating capacity of the Hall is 3500. A semicircular colonnade, or, as the architects call it, "a screen," 52 feet in height, extends a distance of 750 feet on each side of the Hall, terminating in attractive circular buildings, which will serve as places of refreshment. At intervals along the "screen" are placed allegorical figures in sculpture, representing the fourteen States formed from the Louisiana Purchase. The view from the front of the Hall takes in the cascades, the lagoon and gardens, and the Plaza of St. Louis, dominated by the Louisiana Monument, which reaches to the main entrance.

THE PALACE OF LIBERAL ARTS,

525 by 750 feet, ornate in its sculpture-crowned pavilions and imposing arched entrances, covers about nine acres. Its roof will cover treasures of science, art, skill, and industry from all quarters of the globe. The development of the art of printing will be shown in the most comprehensive and complete manner, and the wonderful exhibit of Chinese industries will be notable features.

THE PALACE OF MINES AND METALLURGY

Exactly matches in extent the Liberal Arts. Its architecture recalls the land of the Nile

and the Needles of Cleopatra, and is quaint to look upon. It is the largest building of its class ever constructed, and will contain the greatest collection of ores and everything relating to mineralogy and geology, including mining machinery and models.

Behind the Palace of Mines is "THE GULCH," a twelve-acre ravine, where gold mines, silver and coal mines, and mining camps may be seen in active operation. A structure built of blocks of anthracite coal will be a unique feature of the Pennsylvania State Exhibit.

THE PALACE OF EDUCATION AND SOCIAL ECONOMY,

Classic in style, is an imposing structure covering nine acres. The entire field of education will be drawn upon for illustrations, models, books, and apparatus more fully and comprehensively than has ever been attempted before. Particularly interesting exhibits relate to the study of agriculture and the preparation for business. It is the only building ever devoted exclusively to the science of education at any exposition.

THE PALACES OF MANUFACTURES AND VARIED INDUSTRIES

Are so nearly akin in the character of their exhibits that they may be considered as two

enormous structures devoted to like purposes. They are both 1200 feet long by 525 feet in width, each covering over fourteen acres. The supreme skill of the world has been laid under tribute to supply these buildings with the handiwork of man. Every branch of productive science will be represented, and the aggregate collection will be matchless in the world's history. China and Japan, in the Orient; France, Germany, Austria will vie with America and Great Britain in the diversity and quality of their manufactured products. Articles of domestic and industrial utility will be displayed by the side of the richest objects that contribute to the luxury of the world. Not only will the finished product attract the eye, but the process of making it will be in actual and active operation, adding enhanced interest and an educational charm to the display.

Both of these palaces are exceptionally attractive in architecture and construction, and afford the pleasing novelty of an open central court in each.

THE PALACE OF ELECTRICITY,

Covering an area of seven acres, will prove one of the most interesting buildings of the group, from the very fact that it will disclose the latest revelations of that mysterious power. Electrical machinery of every description, at

rest and in motion, the utilization of the electric current in every phase and every known demonstration of electrical force, will be shown. Telegraphy, wireless and multiplex, and even wireless telephony, will be features of absorbing interest. The contrast between the power of man over the "harnessed lightning" eleven years ago and now will be marked.

The largest wireless telegraph station in the world will also be in operation on the grounds.

THE PALACE OF MACHINERY,

Over twelve acres in area, suggests in its construction the element of power which it is designed to demonstrate. Machinery in motion is fascinating in its grip on the human mind, and in this wonderful building the mind will stagger in the contemplation of force and motion. On view here will be found the methods and means for creating every variety of machinery for the generation, transmission, and use of power. The vast power, equal to the concerted effort of 40,000 horses, that moves the machinery of the Exposition will be seen here always working. Among the thousands of lesser machines that contribute to the general demonstration are a 5000 horse power reciprocating steam engine, a 1750 horse power gas engine from Germany, a 3000 horse power gas engine from Belgium (the largest ever operated), a 600 horse power high-speed steam engine

from Harrisburg, Pa., an 8000 horse power steam turbine from New York, and a 5000 horse power steam turbine from Pittsburg. The immensity and capabilities of the machines in this vast workshop of creative activity are impossible of description in this limited space, but it can be said that never before has there been gathered under one roof such a variety or such a number of power-making machines as are shown in this exhibit. Up-to-date science and modern skill find their richest exemplification, not only in the machinery that is placed on exhibition, but also in that which is moving the multiplied wheels of the Exposition.

THE STEAM, GAS, AND FUELS BUILDING

Nearby is interesting as the storage depot for these supplies.

THE PALACE OF TRANSPORTATION

Is the second building on the grounds in area, covering fifteen and one-half acres. It lacks the architectural adornments of many of the others, but its massive proportions and lofty arched portals make it one of the most impressive structures on the grounds. Within its walls every exhibit is on the ground floor, and four miles of railway tracks serve to accommodate the locomotives, trains, and cars of the

Railway Exhibit. The exhibits are designed to show the development of the railway in every phase of management, equipment, maintenance, and operation. Great Britain, France, and Germany compete with the splendid skill of America, and the combined effort of these nations, foremost in the world in the field of railroad development, makes a marvelous show of progress. Motion, too, enlivens the scene in the rapidly-revolving wheels of a 200,000-pound locomotive, placed on an elevated turntable in the centre of the structure.

A notable feature of the Transportation Building will be the Pennsylvania Railroad Exhibit. A space of 33,000 square feet will be devoted to this exhibit, which will include an original testing plant for locomotives. Foreign as well as domestic locomotives will be tested for efficiency. A complete plant will be erected, on which the locomotives will be tested for speed and power by an ingenious method, which will give the highest attainable speed to the axles while the body of the engine remains motionless. Apart from the scientific and technical results of this investigation, it will prove a most interesting demonstration to the public, since every element of motion will be involved, including sparks and smoke, without any actual change of position on the part of the machine, and the speed will be recorded to the minutest fraction of time

and distance. Twelve locomotives, including a celebrated type from France, will undergo the test, which will be equivalent to a run of 100 miles. Other interesting features of this exhibit will be full-sized models of the proposed tunnels under the Hudson River, of the reconstruction work at West Philadelphia, the new terminal station in New York City, together with charts showing at a glance the development and present state of the Company's relations to its employes in regard to relief, pensions, and savings.

Apart from the contemporaneous exhibit of the railway systems of the world, the historical development of the railway will be shown by contrast with antique examples of old-time equipment. The vehicle exhibit, including automobiles and even air ships, will be comprehensive.

A prize of \$100,000 to the air ship making the best record in a test race will doubtless serve to bring about the most strenuously waged contest ever known in the annals of aerial navigation.

Water transportation has been little less lag-gard in development than rail, and the exhibit in this field, including marine and naval subjects, with the models of river, lake, and ocean steamships and the fighting monsters of the Navy, will satisfy the curiosity of the landsman and fire the enthusiasm of the sailor.

THE PALACE OF AGRICULTURE

Is the titanic structure of the group. It is 1600 feet long by 500 feet wide, and covers nearly twenty-five acres. Farming in all its diverse branches, the chemicals that make crops grow, the implements that are required in the operation and the harvesting, the machinery for draining, and every essential of the farmer's work will be included in the general demonstration. The dairy, with its kindred branches, will receive much attention. Cotton, corn, wheat, tobacco, and all the cereals will receive special and exhaustive treatment. The insects, both friendly and hostile to the tiller of the soil, will be shown, with the most approved methods of protecting the one and destroying the other.

To the farmer this vast collection of everything that pertains to his calling will prove an interesting study and an educational advantage.

THE PALACE OF HORTICULTURE,

Covering six acres of ground, is constructed with a view of securing the greatest volume of sunlight within the building. The space for the pomological display is the largest ever set apart for this purpose, and the exhibit of fruits will be general and comprehensive. The display of implements and appliances relating to this industry will be exhaustive.

Sixty-nine acres have been set apart for the Departments of Agriculture and Horticulture, and unusual attention has been bestowed upon the outdoor exhibits. Small fruits and flowers will receive liberal treatment, and exhibits of tree planting will be made by this country and Germany on an extensive scale. The rose garden on the slope descending from the Palace of Agriculture covers an area of six acres, and a floral clock with a dial 100 feet in diameter and hands 50 feet long will prove an interesting novelty.

THE DEPARTMENTS OF FISH, GAME, AND FORESTRY,

Both from an indoor and outdoor standpoint, will show a diversity of exhibits that will attract wide attention from sportsmen as well as those engaged in production. The State of Pennsylvania will spend \$10,000 on a fish exhibit, which will be as complete in some respects as that of the Government.

LIVE STOCK SHOW.

The abundant space and facilities provided for the LIVE STOCK SHOW foreshadow the greatest international event of this kind ever held. Every kind of useful animal is included, and the competition is open to the world. Prizes amounting to \$250,000 will be awarded. The

grounds and buildings for this show have been especially well chosen, both in the interest of the exhibitor and the spectator. A bench show and a poultry show are included in the general scheme.

THE UNITED STATES GOVERNMENT BUILDING,

Centrally located on a commanding ridge, known as Government Hill, is the largest structure ever erected by the Government for exhibition purposes. It is striking in architectural effect and twice as large as the Treasury Building in Washington. Every Department of the General Government will be represented by exhibits illustrating its work by model, chart, or figures. The exhibits of the Government are always attractive and instructive, and this one will prove especially so on account of the increased expenditure of money and its enlarged plan and scope. A number of rare documents, including the original warrant drawn on the Treasury for the purchase of Louisiana, and precious relics of historical interest, will be shown.

The Post Office Department will operate a Pennsylvania Railroad postal car as a post office. The Department of Agriculture will show the United States in a six-acre map, with paths for the State boundaries, and within each State the economic plants peculiar to that State will be shown growing in the soil.

A daily drill of the Life Saving Corps will be a feature of the Treasury Exhibit, and the equipment of the soldier, with some of the big guns parked on the adjoining grounds, will prove interesting contributions from the War Department. An unusually complete display of the Government Fisheries, illustrating the work of the Department, will be made in a building nearby.

THE PHILIPPINE EXHIBIT

Covers a tract of some thirty acres, in which over 1000 natives of the islands will take up their residence for the period of the Fair. The exhibits and building material forwarded from the islands aggregate thousands of tons. Special buildings are provided for the Agriculture, Forestry, and the Government Bureaus of the Philippines. There are included a Filipino church, theatre, market place, and factories of Filipino architecture. Representatives of sixty-five native tribes are to live within the reservation during the Exposition, just as they live at home. The Filipino industries include mining, pearl fishing, agriculture, lace making, and various native manufactures. A battalion of 400 Filipino scouts and an orchestra of 85 musicians are features. Native workmen were sent from Manilla to work upon the buildings. The reservation is a beautiful tract, partially wooded, and sloping to the shores of the Lake.

The forests are utilized for such tribes as build their houses in trees, while the lake enables the Filipinos who live upon the water to illustrate their customs and sports.

HAWAII, PORTO RICO, AND ALASKA

Each have reservations, where the industries, products, manners and customs of the people will be shown and illustrated by the natives.

The gold diggings of the Alaska district will be reproduced in model mines, miners' outfits and implements, and mining camps.

THE STATE BUILDINGS.

The State Buildings are grouped on the Plateau of States, in the southeastern section of the grounds. They occupy the crest of a ridge overlooking the general landscape on the fringe of the forest, which serves as a background for the general picture.

THE PENNSYLVANIA STATE BUILDING

Is the third in size, being 226 feet long by 105 feet in depth. It is a reproduction of the new Capitol at Harrisburg, and is picturesquely located on the edge of the wood, fronting one of the main highways, and near Station No. 13 of the Intramural Railway. Among its many treasures easily the first will be the Liberty Bell.

THE NEW YORK STATE BUILDING,

Second in size, 300 by 60 feet, in the same locality, is an imposing structure of the colonial type as applied to a public building.

THE NEW JERSEY STATE BUILDING,

63 by 84 feet, is an exact reproduction of the Washington's Headquarters House at Morristown, N. J. It is a perfect example of the Middle-Eastern colonial type of architecture.

Fifty-one States and Territories will be represented by exhibits, and the majority of them by their own buildings.

THE BUILDINGS OF FOREIGN GOVERNMENTS.

The universality of the St. Louis World's Fair is attested by the unanimity with which foreign countries have engaged space for their exhibits. Fifty-two governments of foreign lands will display their products, works of art, and objects of interest, and the larger proportion of them will present special exhibits in their own buildings. Each one of the foreign buildings will show the national characteristics, be imbued with the local atmosphere of its land, and be managed by representatives of the respective peoples in national costumes. A visit to these buildings will afford the educational advantages of a foreign tour.

Germany will spend \$1,000,000 in making its display. A reproduction of the Imperial Palace of Charlottenburg, filled with treasures of German art and historical relics, will serve as its building.

Great Britain will devote \$1,000,000 to its display, and present as its pavilion the orangery of Queen Anne at Kensington. It is a quaint old structure, and will contain many interesting objects illustrative of English life and customs. Its most precious treasure will be the Jubilee presents of Queen Victoria.

The exhibit of France will cost \$1,000,000. The Grand Trianon, one of the most beautiful palaces of the world, and the Gardens of Versailles will be reproduced as the French Republic's offering in honor of a transaction in which her greatest ruler was one of the contracting parties.

Brazil expends \$600,000, and will erect a fine pavilion.

China, Japan, and Mexico have each appropriated over \$500,000, and pavilions embodying the racial characteristics of each will be erected. These structures, filled with the rare treasure of Old Mexico and the quaint products of Oriental handicraft, cannot fail to enlist absorbing interest

Russia will offer as its building a replica of one of the fine old Romanoff palaces. It has been built in Russia and shipped to this country in sections.

The young Republic of Cuba will present a typical Cuban building surrounded by a garden rich in subtropical luxury.

Nearly every other country of both hemispheres will be represented, and the pavilion of each will typify in architecture and decoration the art and the life of its people.

Even little Guam, the adopted foundling of the United States, will reach out from its watery home in the morning of the world and make a special exhibit.

ANTHROPOLOGY.

In the effort to make the Exposition an epitome of the world's progress, great attention will be given to the development of man from a racial point of view. The study starts with man in his aboriginal state, and traces his development, by means of his habitations, his implements, his arms of offense and defense, and the work of his hands; through the various stages of the world's existence to the present age. The record of the American Indian since he was found by Columbus will supply an interesting section of this Department.

SOCIAL ECONOMY.

The presentation of the solutions of the many vexed questions of social economy in all its phases will be unusually complete,

with a practical illustration of economic life in the "Model City." In the section of Charities and Correction a demonstration of the Bertillon measuring system and the English finger-print method of identifying criminals will be given.

PHYSICAL CULTURE AND SPORTS.

A stadium seating 35,000 people, a fine gymnasium, and an appropriation of \$150,000 assures for athletics a prominent place in the attractions of the Fair. The Management has entered on its programme an athletic event of some description for every day the Fair is open, but of all the events the greatest is the Olympic Games, lasting a week, with the athletes of the world in competition. Every branch of athletic sport is included in the long list of contests.

INTERNATIONAL MUSIC.

International harmony will prevail at the World's Fair even if it should be jarred elsewhere. Band stands have been erected in eligible plazas throughout the grounds, where the bands of all nations will from time to time divert the multitude with the strains of their native lands. The world-famous Sousa and his band, the Garde Republicaine Band of Paris, the Grenadier Band of London, the

Imperial Band of Berlin, with hundreds less famous, will perform. At times they will unite and play as one organization, forming a community of harmony that has never been duplicated. Choral concerts with thousands of voices will be held in the Hall of Festivals, which, by the way, contains the largest organ in the world. The lover of music will find a feast of melody and a symposium of song. It will require \$450,000 to "pay the piper."

TEMPLE OF FRATERNITY.

The widespread importance of fraternal orders and societies is recognized by the World's Fair in the construction of a building for and its dedication to their uses. It is an adaptation of the Parthenon, 200 by 300 feet.

THE PIKE.

What was known at Chicago as The Midway has been at St. Louis christened "The Pike." It is a mile long and extends across the entire southern end of the grounds. A visit to the "Pike" will resemble a tour to some of the most interesting places in the world, and the spectacular sights range from "The Creation" to "The Hereafter." "The Cliff Dwellers" are neighbors to the "South Sea Islanders," and "Old St. Louis" to "Cairo." There is an "Irish Village," a "Japanese Village," and a reproduction of the "Tyrolean Alps" on

a large scale. Asians, Moors, Chinese, Turks, and Laplanders all contribute to the picturesque medley of the assembled nations. A reproduction of historic "Battle Abbey," the "Trans-Siberian Railway," a "Naval Exhibit," the "Galveston Flood," and a score of other features of interest and entertainment make the "Pike" unique in the diversity of its attractions.

The high grade of each feature of the "Pike" and the genuineness of the racial representatives of each land and clime is assured by the Exposition Management. A large reproduction of the sacred city of "Jerusalem," crowded out of the "Pike," will be found in the central portion of the grounds.

NOTES OF GENERAL INTEREST.

An up-to-date Emergency Hospital, equipped with doctors, nurses, and all requisite medical and surgical appliances, will be maintained at a central location on the grounds.

A Day Nursery, constructed on modern plans, with nurses, play rooms, and toys for the little ones, will prove a practical convenience to many visitors. Children may be left for the day without anxiety on the part of the parent.

Five fire companies, including the famous Kansas City company that won the World's Prize at the Paris Exposition, will protect the property.

THE PENNSYLVANIA RAILROAD EXHIBIT,

Unique in design and purpose, will be of equal interest to the technical railroad man and the general public. One doesn't often *see* a locomotive running at the rate of 100 miles per hour.

The sectional models of the Pennsylvania Railroad tunnels under the Hudson and the East Rivers will afford an excellent idea of this stupendous undertaking.

The German Government will present an outdoor demonstration of the German method of railroad signaling, its switch system, and general plan of train running.

The Virginia State Building will be a reproduction of Monticello, the home planned and constructed by Thomas Jefferson.

HOTEL ACCOMMODATIONS.

It is officially stated by the Exposition Management that St. Louis will offer ample accommodations for its guests during the period of the Fair. There are over one hundred established hotels, with a capacity of 21,000 patrons.

The established hotels have been supplemented by new hotels with a capacity of 47,000 persons, and there are hotel enterprises projected that will further increase the housing capacity by 30,000 persons.

There are boarding and rooming houses for 15,000, and lodgings in private houses for 18,000 persons.

An original and unique feature of the Exposition is "The Inside Inn," an enormous caravansary located within the enclosure of the grounds. It will accommodate 6000 persons, who in addition to the hotel charges will pay 50 cents per day for the entrance fee. "The Inside Inn" is eligibly located on the heights.

There are 485 restaurants in St. Louis.

Following is a list of the hotels with a capacity of 100 or more, their locations and rates, as promulgated by the Exposition Management through the Information Bureau:—

HOTELS.

BALTIMORE.....	1603 Market St.	
Capacity, 100.		European Plan; 50 cents and up per day.
BARWICK.....	3400 Morgan St.	
Capacity, 100.		European Plan, \$1 per day; American Plan, \$1.25 and up.
BEERS.....	N. W. Cor. Grand Ave. and Olive St.	
Capacity, 200.		European Plan; \$1.00 and up per day.
BERLIN.....	Taylor and Berlin Aves.	
Capacity, 125.		European Plan, \$2 and up per day; American Plan, \$2.50 and up per day.
BLUE GRASS BACHELOR....	4040 Olive St.	
Capacity, 100.		European Plan; \$1.50 to \$2.50 per day.
BUCKINGHAM PALACE.....	N. E. Cor. King's Highway and West Pine Blvd.	
Capacity, 800.		European Plan; \$5 to \$20 per day.
CHARLEMONT.....	Washington and Vandeventer Aves.	
Capacity, 200.		European Plan, \$1 per day; American Plan, \$2 to \$2.50 per day.
CHARLEVILLE.....	2227 Locust St.	
Capacity, 100.		American Plan; \$2 to \$3 per day.
CLARKVILLE TERRACE.....	3645 Olive St.	
Capacity, 100.		European Plan; \$2 to \$3 per day.
FREEMAN.....	2930 Locust St.	
Capacity, 150.		European Plan; \$1.50 to \$2 per day.
GRACE HOTEL.....	414 Market St.	
Capacity, 208.		European Plan; 50 cents to \$1 per day.

GRAND AVENUE.....	S. E. Cor. Grand Ave. and Olive St. Capacity, 200.	American Plan; \$3 and up per day.
HAMILTON.....	Hamilton and Maple Aves. Capacity, 1000.	European Plan; \$2 to \$4 per day.
HEITKAMP'S NEW HOTEL.....	1115 North Tenth St. Capacity, 320.	European Plan; 50 cents to \$1 per day.
HOFFMAN HOUSE.....	Locust St. and Compton Ave. Capacity, 200.	European Plan; \$2 to \$4 per day.
HOTEL BARNUM.....	Washington Ave. and Sixth St. Capacity, 150.	European Plan; 75 cents and up per day.
HOTEL BEMENT.....	1400 North Broadway. Capacity, 100.	European Plan; \$1.25 to \$2 per day.
HOTEL IMPERIAL.....	Broadway and Chestnut St. Capacity, 300.	European Plan; \$1 per day and up.
HOTEL MILTON.....	S. E. Cor. Eighteenth and Chestnut Sts. Capacity, 200.	Rates on application.
HOTEL PONTIAC.....	N. W. Cor. Nineteenth and Market Sts. Capacity, 200.	European Plan; \$1 to \$10 per day.
HOTEL ROZIER.....	Thirteenth and Olive Sts. Capacity, 300.	European Plan; \$1 to \$4 per day.
HOTEL STRATFORD.....	S. E. Cor. Eighth and Pine Sts. Capacity, 200.	European Plan; \$1.50 to \$2 per day.

HURST'S HOTEL.....	Sixth St. and Lucas Ave. Capacity, 200.	European Plan; \$1 per day.
JEFFERSON.....	Twelfth and Locust Sts. Capacity, 1500.	European Plan; \$2.50 and up per day.
LACLEDE.....	Sixth and Chestnut Sts. Capacity, 600.	European Plan; \$1 and \$2 per day.
LINDELL.....	Washington Ave. and Sixth St. Capacity, 1000.	European Plan; \$1.50 and up per day.
MADISON HOTEL.....	Broadway and Chestnut St. Capacity, 300.	European Plan; \$1 and up per day.
MERCHANTS	Twelfth and Olive Sts. Capacity, 300.	European Plan; \$1 and up per day.
METROPOLITAN HOTEL....	N. E. Cor. Nineteenth and Market Sts. Capacity, 150.	European Plan; \$1 and up per day.
MISSOURI.....	1411 Chestnut St. Capacity, 150.	Rates on application.
MONA HOUSE.....	209½ North Sixth St. Capacity, 150.	European Plan; 75 cents to \$1 per day.
MONTICELLO.....	King's Highway and West Pine St. Capacity, 900.	European Plan; \$2 and up per day.
MOSER.....	809-813 Pine St. Capacity, 300.	European Plan; \$1 to \$3 per day.
NEW HOTEL.....	Jefferson Ave. and Pine St. Capacity, 200.	Rates on application.

NEW ST. JAMES.....	Broadway and Walnut St.
Capacity, 400.	European Plan, \$1 to \$2.50 per day; American Plan, \$2 to \$3.50 per day.
NORMANDIE.....	Channing and Franklin Aves.
Capacity, 250.	American Plan; \$2.50 to \$4 per day.
PLANTERS.....	Fourth and Pine Sts.
Capacity, 1000.	European Plan; \$2 to \$4 per day.
PORTLAND.....	1817 Market St.
Capacity, 225.	European Plan; \$1 and up per day.
ROSSI.....	1505 Market St.
Capacity, 200.	European Plan; 50 cents and up per day.
SOUTHERN.....	Broadway and Walnut St.
Capacity, 1000.	European Plan, \$1.50 and up per day; American Plan, \$3 and up per day.
ST. CHARLES.....	Fourteenth and St. Charles Sts.
Capacity, 225.	European Plan; 75 cents and up per day.
ST. NICHOLAS.....	Eighth and Locust Sts.
Capacity, 300.	European Plan; \$1.50 and up per day.
TERMINAL.....	Twentieth and Market Sts.
Capacity, 300.	European Plan; \$1.50 to \$3 per day.
THE BENTON.....	819 Pine St.
Capacity, 200.	European Plan; \$1.50 to \$2.50 per day.
THE	
BERESFORD AND ANNEX..	4143 to 4149 Lindell Blvd.
Capacity, 300.	European Plan; \$1.50 to \$3 per day.
THE CARLETON.....	1414 Market St.
Capacity, 125.	European Plan; 50 cents and up per day.

THE EDISON.....	107	North Eighteenth St. Capacity, 150.	European Plan; \$1 to \$1.50 per day.
THE FRANKLIN.....	4101	Westminster Place. Capacity, 120.	European Plan; \$1.50 and up per day.
THE INSIDE INN		World's Fair Grounds. Capacity, 6000.	European Plan, \$1.50 to \$5.50 per day; American Plan, \$3 to \$7 per day.
UNIVERSITY HOTEL.....	1531	Pine St. Capacity, 200.	European Plan; 75 cents and up per day.
USONA.....		King's Highway and McPherson Ave. Capacity, 150.	European Plan; \$3 to \$5 per day.
WASHINGTON.....		King's Highway and Washington Ave. Capacity, 400.	European Plan; \$2 to \$5 per day.
WELLINGTON.....	715	Pine St. Capacity, 140.	European Plan; \$1 and up per day.
WEST BELLE.....	4024	West Belle Place. Capacity, 100.	European Plan, \$1 to \$1.50 per day; American Plan, \$1.50 and up per day.
WEST END.....		Vandeventer Ave. and West Belle Place. Capacity, 300.	European Plan, \$1.50 to \$4 per day; American Plan, \$3 and up per day.
WESTMORELAND.....		Maryland and Taylor Aves. Capacity, 100.	European Plan; \$2.50 per day.
WESTERN.....	1035	North Third St. Capacity, 125.	European Plan; 50 cents to \$1 per day.

PROSPECTIVE HOTELS.

THE following hotels will be built for the accommodation of visitors to the World's Fair, and will be opened on or about the time the Exposition opens. Most of them will be temporary structures, to be demolished at the close of the Fair.

HOTEL

- NAPOLEON BONAPARTE . . . Near Fair Grounds.
 Capacity, 6000. American Plan, \$2 per day and upwards; European Plan, \$1 to \$5 per day.
- IOWA HOTEL . . . Clayton and Billon Aves.
 Capacity, 200. Rates on application.
- OAKLAND HOTEL . . . Clayton and Oakland Aves.
 Capacity, 100. Rates on application.
- THE CHRISTIAN
 ENDEAVOR HOTEL . . . 6600 Oakland Ave.
 Capacity, 3000. European Plan, \$1 per day when contracted for in advance.
- THE EPWORTH HOTEL . . . Washington and Melville Aves.
 Capacity, 1000. \$1 per day and membership fee of \$2 when contracted for in advance.
- THE FOREST PARK HOTEL. Clayton Ave. and Skinker Road.
 Capacity, 1000. \$1 per day and upwards.

THE GRAND VIEW

FRATERNAL HOTEL . . . Oakland and Clayton Aves.
 Capacity, 5000. European Plan, \$1 and upwards;
 American Plan, \$2 per day
 and upwards.

THE KENILWORTH HOTEL. West Park and Billon Aves.
 Capacity, 1400. \$3 per day and upwards.

THE PUBLISHERS' HOTEL . . Delmar and Adelaide Aves.
 Capacity, 1600. European Plan, \$1 per day;
 American Plan, \$2 per day.

VISITORS'

WORLD'S FAIR HOTEL. King's and Audubon Aves.
 Capacity, 500. European Plan, \$1 to \$3 per day;
 American Plan, \$2 to \$4 per
 day.

WORLD'S FAIR

AUDITORIUM HOTEL . . . North Side Fair Grounds.
 Capacity, 6000. European Plan, \$1 to \$3 per day;
 American Plan, \$3 to \$5 per
 day.

TRANSPORTATION FACILITIES BETWEEN THE CITY AND THE FAIR GROUNDS.

There are eleven entrance gates to the Exposition Grounds. Electric cars from the Union Station and the centre of the city run to the grounds, conveying passengers for a single fare. The service is frequent and prompt. Passengers landing at the Union Station, which is the terminal of all Pennsylvania Railroad trains, may take a car at the station for the Exposition Grounds. Beside the electric street cars, "shuttle" trains will be run from the Union Station to the terminal station of the Exposition at two-minute intervals. Each train will carry from 1000 to 1500 passengers, and the run will be made in ten minutes.

THE PENNSYLVANIA RAILROAD TRAIN SERVICE BETWEEN EASTERN CITIES AND ST. LOUIS.

The three trains shown from New York to St. Louis in the following tables are among the best equipped and fastest long-distance trains in the country. They make the run of over a thousand miles in from twenty-eight and a half to thirty hours. They are equipped with Pullman sleeping cars and coaches through to St. Louis, and with dining cars for the service of all meals.

It will be observed that each of the trains makes a good connection from all principal cities on the entire Pennsylvania Railroad System. In view of this arrangement, the trip to St. Louis may be made from the principal cities and towns of the East, even those located on branch lines, with ONLY ONE CHANGE OF CARS at the junction with the Main Line.

The Pennsylvania Railroad System offers THE SHORTEST LINE FROM NEW YORK TO ST. LOUIS, and with its magnificent roadbed (FOUR TRACKS TO PITTSBURG) and exceptional equipment it appeals directly to the sense of security and comfort, and insures the prompt movement of the passenger.

A Spring, Summer, or Autumn trip over the Pennsylvania System is a kinetoscopic revelation of the most pleasing and diversified scenery east of the Mississippi Valley. The beautiful and fertile valleys of Pennsylvania and the Allegheny Mountains, with the scenic environment of the Horseshoe Curve, supply in full measure the attractive vistas and wooded heights which blunt the edge of weariness in long-distance travel.

One of these trains, THE NEW YORK AND ST. LOUIS LIMITED, leaving New York 9.55 A. M., Philadelphia 12.20 P. M., Washington 10.50 A. M., and Baltimore 12.00 noon, is the fleetest and trimmest train between the East and the World's Fair city. In its appointment it matches

the famous "Pennsylvania Limited." Its equipment embraces a combination parlor and smoking car, a Pennsylvania Railroad dining car, Pullman drawing-room sleeping cars, and a compartment car with observation parlor and open observation platform—all vestibuled from end to end. These cars are of the heaviest Pullman pattern, and their security, comfort, and ease is universally recognized and appreciated. The drawing rooms and compartments supply the exclusiveness of home; the smoking car, with its buffet, barber, and bath, the conveniences of the club; and the observation parlor the social rendezvous of the up-to-date hotel.

The schedule, as to the arriving and leaving time at terminals, is adjusted not only to meet the requirements of travelers to the best advantage, but is so timed as to cover the most attractive scenic portion of the route in daylight.

The eastbound trains are of the same class, and are scheduled with a view of supplying the best facilities to the returning traveler.

WESTWARD.

	NO. 27.	NO. 21.	NO. 7.
Lv. Boston (Terminal Sta.).....	|| 8.00 P. M.	|| 8.00 P. M.	§ 9.00 A. M.
Ar. West Philadelphia.....	6.11 A. M.	6.11 A. M.	6.08 P. M.
Philadelphia (Broad St. Station).....	6.15 "	6.15 "	.....
Lv. New York—			
West 23d Street.....	|| 9.55 A. M.	|| 1.55 P. M.	|| 5.55 P. M.
Desbrosses Street.....	10.00 "	2.00 "	6.00 "
Cortlandt Street.....	10.00 "	2.00 "	6.00 "
Brooklyn.....	9.45 "	1.45 "	5.45 "
Jersey City.....	10.14 "	2.14 "	6.13 "
Newark.....	10.27 "	2.27 "	6.26 "
Trenton.....	.....	3.23 "	.....
Lv. Long Branch.....	§ 8.35 A. M.	§ 12.00 P. M.	§ 4.55 P. M.
Asbury Park.....	8.17 "	12.15 "	5.09 "
Lv. Pottsville.....	§ 7.05 A. M.	§ 11.45 A. M.	§ 2.55 P. M.
Reading.....	8.00 "	12.55 P. M.	4.00 "
Lv. Atlantic City (via Del. Riv. Br. Route)	|| 10.00 A. M.	|| 10.00 A. M.	|| 5.00 P. M.
Lv. Cape May.....	§ 7.30 A. M.	§ 7.30 A. M.	§ 3.55 P. M.
Lv. Wilmington.....	|| 11.18 A. M.	§ 3.11 P. M.	|| 7.10 P. M.
Chester.....	|| 11.58 "	|| 3.18 "	§ 7.48 "
Lv. North Philadelphia.....	|| 12.01 P. M.	|| 4.07 P. M.	|| 7.58 P. M.
Philadelphia (Broad St.).....	12.20 "	4.30 "	8.25 "
West Philadelphia.....	12.23 "	4.33 "	8.28 "
Lv. Lancaster.....	|| 1.40 P. M.	§ 5.30 P. M.	|| 10.05 P. M.
Lv. Washington.....	|| 10.50 A. M.	|| 3.30 P. M.	|| 7.15 P. M.
Baltimore.....	12.00 M.	4.35 "	8.30 "
York.....	1.49 P. M.	6.10 "	10.02 "
Lv. Rochester.....	.....	§ 6.40 A. M.	§ 11.40 A. M.
Elmira.....	.....	10.00 "	4.15 P. M.
Williamsport.....	§ 8.25 A. M.	|| 3.50 P. M.	|| 7.05 "
Wilkesbarre.....	7.25 "	2.45 "	§ 6.00 "
Sunbury.....	9.50 "	5.10 "	|| 8.31 "
Lv. Harrisburg.....	|| 2.53 P. M.	|| 7.20 P. M.	|| 11.05 P. M.
Altoona.....	5.55 "	10.45 "	2.30 A. M.
Ar. Pittsburg (Eastern time).....	8.55 "	1.50 A. M.	5.30 "
(Central time).....	7.55 "	12.50 "	4.30 "
Lv. Buffalo.....	|| 8.45 A. M.	.....	.....
Oil City.....	1.30 P. M.	§ 4.50 P. M.	.....
Franklin.....	1.54 "	§ 5.21 "	.....
Lv. *Erie (Central time).....	§ 1.15 P. M.	§ 3.45 P. M.	.....
Lv. Pittsburg (Central time).....	|| 8.10 P. M.	|| 1.10 A. M.	|| 4.50 A. M.
Ar. Columbus.....	1.25 A. M.	6.35 "	9.55 "
Indianapolis.....	6.35 "	12.10 P. M.	3.20 P. M.
St. Louis.....	1.42 P. M.	7.00 "	9.40 "

|| Daily. § Week-days. * Via Pennsylvania Lines.

EASTWARD.

	No. 20	No. 26.	No. 10.	No. 6.
Lv. St. Louis.....	8.44 A. M.	12.30 P. M.	8.15 P. M.	11.35 P. M.
Indianapolis.....	3.05 P. M.	6.50 "	3.30 A. M.	8.10 A. M.
Columbus.....	8.20 "	12.30 A. M.	9.20 "	12.01 P. M.
Ar. Pittsburg (Central time).	1.45 A. M.	6.00 "	3.15 P. M.	5.40 "
(Eastern time).	2.45 "	7.00 "	4.15 "	6.40 "
Lv. *Pittsburg (Central time)	.....	8.05 A. M.	4.30 P. M.	.....
Ar. Erie.....	.....	1.00 P. M.	9.15 "	.....
Lv. Pittsburg.....	6.15 A. M.	9.00 A. M.	5.05 P. M.	11.00 P. M.
Ar. Franklin.....	11.14 "	12.36 P. M.	9.25 "	2.24 A. M.
Oil City.....	11.50 "	1.00 "	9.50 "	2.50 "
Buffalo.....	.....	5.30 "	.....	7.10 "
Lv. Pittsburg.....	3.00 A. M.	7.15 A. M.	4.55 P. M.	7.10 P. M.
Ar. Altoona.....	6.15 "	10.15 "	8.50 "	10.30 "
Harrisburg.....	9.30 "	1.15 P. M.	1.00 A. M.	2.00 A. M.
Lv. Harrisburg.....	11.35 A. M.	3.25 P. M.	3.35 A. M.	3.35 A. M.
Ar. Sunbury.....	12.44 P. M.	5.13 "	5.00 "	5.00 "
Wilkesbarre.....	.....	7.35 "	9.10 "	9.10 "
Williamsport.....	1.41 "	6.40 "	6.40 "	6.40 "
Elmira.....	5.13 "	9.35 "	10.00 "	10.00 "
Rochester.....	8.45 "	.....	2.10 P. M.	2.10 P. M.
Lv. Harrisburg.....	9.50 A. M.	1.25 P. M.	.....	4.43 A. M.
Ar. York.....	10.40 "	2.15 "	.....	5.36 "
Baltimore.....	12.15 P. M.	3.55 "	.....	7.15 "
Washington.....	1.20 "	5.10 "	.....	8.30 "
Lv. Harrisburg.....	9.40 A. M.	2.55 P. M.	1.15 A. M.	4.40 A. M.
Ar. Lancaster.....	10.33 "	3.50 "	2.23 "	5.35 "
Ar. West Philadelphia.....	12.14 P. M.	3.44 P. M.	4.20 A. M.	4.42 A. M.
Phila. (Broad St. Sta.)...	12.17 "	3.47 "	4.23 "	4.45 "
North Philadelphia.....	12.41 "	4.05 "	4.51 "	5.12 "
Lv. Philadelphia.....	12.43 P. M.	4.01 P. M.	5.50 A. M.	5.50 A. M.
Ar. Chester.....	1.14 "	4.23 "	6.32 "	6.32 "
Ar. Wilmington.....	1.57 "	4.43 "	7.25 "	7.25 "
Lv. Philadelphia.....	4.03 P. M.	.....	8.40 A. M.	8.40 A. M.
Ar. Cape May.....	6.00 "	.....	10.55 "	10.55 "
Lv. Philadelphia.....	4.14 P. M.	4.14 P. M.	9.40 A. M.	9.40 A. M.
Ar. Atlantic City.....	5.35 "	5.35 "	11.05 "	11.05 "
Lv. Philadelphia.....	1.30 P. M.	4.10 P. M.	5.40 A. M.	5.40 A. M.
Ar. Reading.....	4.00 "	5.40 "	8.00 "	8.00 "
Pottsville.....	5.30 "	6.35 "	9.30 "	9.30 "
Ar. Trenton.....	1.13 P. M.	.....	5.26 A. M.	5.46 A. M.
Newark.....	2.25 "	5.30 P. M.	6.40 "	6.55 "
Jersey City.....	2.40 "	5.41 "	6.55 "	7.10 "
New York—	.....	.....	.....	.....
Cortlandt Street.....	2.53 "	5.53 "	7.13 "	7.23 "
Desbrosses Street.....	2.53 "	5.53 "	7.13 "	7.23 "
West 23d Street.....	3.00 "	6.00 "	7.15 "	7.30 "
Brooklyn.....	3.05 "	6.05 "	7.35 "	7.35 "
Lv. Phila. (Broad St. Sta.)...	8.55 P. M.	8.55 P. M.	.....	.....
West Philadelphia.....	8.58 "	8.53 "	10.50 A. M.	10.50 A. M.
Ar. Boston.....	7.00 A. M.	7.00 A. M.	8.20 P. M.	8.20 P. M.

|| Daily. § Week-days. * Via Pennsylvania Lines.

THROUGH CAR SERVICE.

WESTWARD.

ST. LOUIS LIMITED—No. 27.

Pullman Smoking Car New York to St. Louis.
 Pullman Drawing-room Sleeping Cars New York to St. Louis.
 Pullman Observation Com. Sleeping Car New York to St. Louis.
 Pennsylvania Railroad Dining Car New York to Pittsburg.
 Pennsylvania Dining Car Richmond to St. Louis.

CHICAGO AND ST. LOUIS EXPRESS—No. 21.

Pullman Drawing-room Sleeping Car New York to St. Louis.
 Pennsylvania Railroad Dining Car New York to Altoona.
 Pennsylvania Dining Car Columbus to St. Louis.
 Library Smoking Car Pittsburg to St. Louis.
 Passenger Coach New York to St. Louis.

ST. LOUIS EXPRESS—No. 7.

Pullman Drawing-room Sleeping Car New York to St. Louis.
 Pennsylvania Railroad Dining Car New York to Philadelphia.
 Pennsylvania Dining Car Pitts. to Columbus and Rich. to St. Louis.
 Passenger Coach New York to St. Louis.

EASTWARD.

ATLANTIC EXPRESS—No. 20.

Pullman Drawing-room Sleeping Car St. Louis to New York.
 Library Smoking Car St. Louis to Pittsburg.
 Pennsylvania Dining Car St. Louis to Columbus.
 Pennsylvania Railroad Dining Car Altoona to New York.
 Passenger Coach St. Louis to New York.

NEW YORK LIMITED—No. 26.

Pullman Smoking Car St. Louis to New York.
 Pullman Drawing-room Sleeping Cars St. Louis to New York.
 Pullman Observation Com. Sleeping Car St. Louis to New York.
 Pennsylvania Dining Car St. Louis to Richmond.
 Pennsylvania Railroad Dining Car Pittsburg to New York.

PHILADELPHIA EXPRESS—No. 10.

Pullman Drawing-room Sleeping Car St. Louis to Columbus.
 Pullman Parlor Car Columbus to Pittsburg
 Pullman Buffet Sleeping Car Pittsburg to New York.

EASTERN EXPRESS—No. 6.

Pullman Drawing-room Sleeping Car St. Louis to New York.
 Pennsylvania Dining Car St. Louis to Rich. and Columbus to Pitts.
 Pennsylvania Railroad Dining Car Pittsburg to Altoona.
 Passenger Coach St. Louis to New York.

EXCURSION TICKETS TO ST. LOUIS FOR THE WORLD'S FAIR.

The Pennsylvania Railroad System will offer a most liberal arrangement of excursion tickets to its patrons during the continuance of the Fair.

The general plan is to sell from all stations on its System, on and after April 25th, 1904, season excursion tickets to St. Louis at a price aggregating 80 per cent. of double the one-way fare, with a return limit until December 15th, 1904.

A second excursion ticket, valid for sixty days, including date of sale, but in no case good longer than December 15th, 1904, will be sold at a rate equal to one and one-third of the regular one-way fare.

A third excursion ticket will be sold, valid for fifteen days, including date of sale, at a single fare plus \$2.00.

Excursion tickets, good for ten days, including date of sale, restricted to use in coaches only and to "coach excursions," will be sold on certain dates at a rate of one cent per mile, approximately, for the distance covered. The Pennsylvania Railroad Company will be the first line to run one of these excursions, the series opening with its excursion of May 10th, 1904. Rate from New York, \$20.00.

The specific rates for each class of tickets are as follows from the points named, and the excursion rates from other stations on the Pennsylvania Railroad System will be made on the same basis;—

SEASON EXCURSION TICKETS.

SOLD DAILY FROM APRIL 25TH, VALID TO
RETURN UNTIL DECEMBER 15TH, 1904.

FROM	Via PITTSBURG.	Via WASHINGTON and C. & O.
New York.....	\$38.80	\$34.00
Newark.....	38.80	34.00
Trenton.....	37.60	34.00
Philadelphia.....	36.40	34.00
Atlantic City.....	38.40	36.00
Cape May.....	39.20	36.80
Wilmington.....	36.40	34.00
Baltimore.....	33.60	33.60
Washington.....	33.60	.....
Lancaster.....	34.95	.....
York.....	33.60	.....
Harrisburg.....	33.20	.....
Pottsville.....	36.40	34.00
Reading.....	36.40	34.00
Wilkesbarre.....	33.20	.....
Sunbury.....	33.20	.....
Williamsport.....	33.20	.....
Elmira, via Williamsport..	33.20	.....
Lock Haven.....	33.20	.....
Bellefonte.....	33.10	.....
Tyrone.....	31.50	.....
Altoona.....	30.80	.....
Johnstown.....	28.95	.....
Greensburg.....	26.55	.....

60-DAY EXCURSION TICKETS.

SOLD DAILY FROM APRIL 25TH; LIMIT 60 DAYS,
INCLUSIVE; FINAL LIMIT NOT LATER THAN
DECEMBER 15TH, 1904.

FROM	Via PITTSBURG.	Via WASHINGTON and C. & O.
New York.....	\$32.35	\$28.35
Newark.....	32.35	28.35
Trenton.....	31.40	28.35
Philadelphia.....	30.35	28.35
Atlantic City.....	32.00	30.00
Cape May.....	32.70	30.70
Wilmington.....	30.35	28.35
Baltimore.....	28.00	28.00
Washington.....	28.00	.....
Lancaster.....	29.10	.....
York.....	28.00	.....
Harrisburg.....	27.70	.....
Pottsville.....	30.35	28.35
Reading.....	30.35	28.35
Wilkesbarre.....	27.70	.....
Sunbury.....	27.70	.....
Williamsport.....	27.70	.....
Elmira, via Williamsport..	27.70	.....
Lock Haven.....	27.70	.....
Bellefonte.....	27.60	.....
Tyrone.....	26.10	.....
Altoona.....	25.70	.....
Johnstown.....	24.15	.....
Greensburg.....	21.70	.....

15-DAY EXCURSION TICKETS.

SOLD DAILY FROM APRIL 25TH; LIMIT 15 DAYS,
INCLUDING DATE OF SALE.

FROM	Via PITTSBURG.	Via WASHINGTON and C. & O.
New York.....	\$26.25	\$23.25
Newark.....	26.25	23.25
Trenton.....	25.55	23.25
Philadelphia.....	24.75	23.25
Atlantic City.....	26.00	24.50
Cape May.....	26.50	25.00
Wilmington.....	24.75	23.25
Baltimore.....	23.00	23.00
Washington.....	23.00	.....
Lancaster.....	23.85	.....
York.....	23.00	.....
Harrisburg.....	22.75	.....
Pottsville.....	24.75	23.25
Reading.....	24.75	23.25
Wilkesbarre.....	22.75	.....
Sunbury.....	22.75	.....
Williamsport.....	22.75	.....
Elmira, via Williamsport..	22.75	.....
Lock Haven.....	22.75	.....
Bellefonte.....	22.70	.....
Tyrone.....	21.70	.....
Altoona.....	21.25	.....
Johnstown.....	20.10	.....
Greensburg.....	18.20	.....

COACH EXCURSIONS.

Coach excursion tickets will be sold at rate of \$20.00 from New York, with proportionate rates from other points, based approximately on one cent per mile. These tickets will bear limit of ten days, including date of issue, and will be sold only on certain days, to be announced later. Tickets will be good going only in day coaches on special or designated trains, and on regular trains returning, and will not be good in dining cars. Excursions will be run each week during the Exposition period after May, if the business warrants it.

FIRST COACH EXCURSION, MAY 10th, 1904.

The first coach excursion from the East will be run by the Pennsylvania Railroad Company on May 10th, 1904, thus affording an early opportunity of seeing the Fair at the lowest rate. May is an ideal month in St. Louis; the Exposition will be complete, the grounds and buildings fresh and attractive in the sunshine of early Spring, and all the conditions will be most favorable.

The train will be composed of the best coach equipment, and be run through from New York to St. Louis, with stops at principal intermediate stations on the Pennsylvania Railroad, on express time. It is the first instance in the history of Universal Expositions where so low a rate has been available so early in the season.

EXCURSION TICKETS BY VARIABLE ROUTES.

Season tickets and sixty-day excursion tickets will be sold via variable routes; that is, going by one direct route and returning via another direct route. The rates for season tickets via variable routes will be made 80 per cent. of the sum of the one-way westbound fares over the routes used. The rates for sixty-day tickets via variable routes will be made on basis of $66\frac{2}{3}$ per cent. of the sum of the one-way westbound fares via the routes used. Variable route tickets will be sold applying through Chicago in one direction at the same rates (shown herein) as apply for season and sixty-day excursion tickets to St. Louis, going and returning via the direct routes.

On all one-way and round-trip tickets, reading to points beyond St. Louis, a stop-over of ten days will be permitted on payment of a fee of \$1.00 and deposit of ticket.

LIBRARY OF CONGRESS



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